(c) if so, the details therof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) and (b) No, Sir.

(c) Does not arise.

Increasing Rail Fractures

1841. SHRI MENTAY PADMANABHAM: Will the Minister of RAILWAYS be pleased to refer to answer to Starred Question 42 dated 28-4-93 given in the Rajya Sabha and state:

(a) what is the average time it takes to fix a fracture after detection;

(b) whether it is a a fact that antiquated methods of replacing fractures on rail tracks are followed, leading to long delays for passengers;

(c) whether there is any programme to upgrade the type of rails used by Indian Railways; and

(d) if not, in what manner the railways propose to reduce the increasing number of rail track fractures?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) The time taken to repair the fracture generally depends upon its type and location. Normally, it does not take more than two hours to replace the fractured rails and restore the traffic. However, in many cases where delay is anticipated, temporary repairs are carried out and traffic restored at restricted speed.

(b) No, Sir, The latest standard established method is followed.

(c) The track structure on Indian Railways is being upgraded on the basis of intensity of traffic and speeds. Rails of higher weight and ultimate tensile strength are being increasingly used now by the Railways.

(d) Does not arise.

Special Train

1842. SHRI V. GOPALSAMY:
SHRI VIDUTHALAI VIRUMBI:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of special trains run between Delhi and Madras, Delhi and Trivandrum in summer during the last three years, year-wise;

(b) the number of special trains Government propose to run this year between Delhi and Madras, and Trivandrum and Delhi; and

(c) whether Government would run some special trains between Madurai and Delhi during summer to clear the summer rush; if not what other steps are being taken to help the long distance passengers who are unable to get railway reseravtions at New Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAY. (SHRI K. C. LENKA). (a) and (b) Nil.

(c) No, Sir. However, in order to clear the rush towards the South a weekly Special train between Hazrat Nizamuddin and Alleppy is being run during this Summer.

Expenditure for Passenger Amenities

1843. SHRI SURESH PACHOURI:
SHRI IQBAL SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the percentage of total outlay, the Railways are spending for passenger amenities during last three years;

(b) the details of various amenities provided to the passengers during the last three years; and

(c) what are the plans for the future in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) to (c) Information is being collected and will be laid on the Table of the Sabha.

Derailments of Trains

1844. SHRI IQBAL SINGH:
SHRI SURESH PACHOURI:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the percentage of derailments out of the total train accidents during last three years;

(b) what is the average number of derailments per month during 1992-93;

(c) what are the reasons for derailments; and

(d) the steps taken by Government to reduce deraliments?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS) (SHRI K. C. LENKA): (a) The percentage of derailments to the total train accidents during the last three years is as under:

Year	%age
1990-91	83.8
1991-92	83.7
1992-93	78.4

(b) 34.

(c) The main reasons for such derailmens have been identified as follows:

(i) Failure of track, sudden rail fracture and sinkage of track due to heavy rains, etc.

(ii) Defect in the mechanical equipment of the coach, wagon or locomotive like wheel, undergear or springs, etc.

(iii) Staff failure.

(iv) Sabotage.

(v) Naural calamities and incidental causes.

(d) The steps being taken to eliminate such accidents include renewal and rehabilitation of overaged assets like track, bridges, rolling stock, etc. In addition, inspection of track and examination of coaches, wagons and locomotives have been intensified, Ultrasonic testing of rails and axles is being done to identify features. Special emphasis is being laid on adherence to laid down procedures for reception and despatch of trains at stations. Besides, maintenance and upkeep of signalling equipment is also being given utmost attention Drivers are being monitored and counselled about their driving techniques. Intensive training of running, maintenance and operating satff is conduced.

Konkal Railway Project

1845. SHRI IQBAL SINGH:
SHRI SURESH PACHOURI:

Will the Miniter of RAILWAYS be pleased to state:

(a) what are he targets set for completion of Konkan Railway Project;

(b) the achievements made so far;

(c) whether Government are facing difficulties in regard to track construction in Goa;